(b) Yes, Sir. In-principle allocation was made in May 2000 for 2.25 Million Standard Cubic Metre per day (MMSCMD) subject to investment decision being taken by the Management Committee of the Tapti field.

(c) No, Sir. Allocations have been made to both Government organizations and private companies. In Gujarat, the allocations made to PSUs/Govt. organizations are for about 15.98 MMSCMD against the private companies allocations of 9.46 MMSCMD.

Consumption of diesel

1411. SHRIMATI BIMBA RAIKAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether consumption of diesel has been stagenant or diminishing over the last few years;

(b) if so, whether this is due to rampant adulteration of diesel with Kerosene; and

(c) what steps Government propose to prevent adulteration of diesel?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) to (c) While there was a decline in diesel consumption by 3.7% during the year 2001-02, the same has grown by 0.3% and 1.8% during 2002-03 and 2003-04 respectively.

With a view to containing adulteration, a number of steps have been taken by the Government. These *inter alia* include canalizing kerosene imports through State Trading Enterprises, requesting State Government to increase sales tax rates on non-PDS kerosene, regular and surprise inspections by oil companies, amendments of Marketing Discipline Guidelines from time to time for making penal action against the erring dealers more stringent, etc.

Import of petrol and diesel

1412. SHRI S.S. AHLUWALIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether petrol and diesel have been imported in finished form and in crude form;

(b) the year-wise details of imports of these categories of products during the last five years;

(c) whether procurements are done through bilateral contracts with oil producing countries or on-the-spot purchase from market or through both;

(d) the proportion of procurements made under each category since 1999, year-wise;

(e) the names of countries who supplied under bilateral contract, if any; and

(f) the volume of supply contracts outstanding, if any, in respect of finished petrol, diesel and crude oil as on 30th June, 2004 and the contractual prices in respective cases?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) to (c) and (e) While we are import dependent to the extent of nearly 70% for crude oil, we have become net exporters of petroleum products. There has been no import of petrol during the last five years and only marginal imports of diesel. The details of imports of coede oil and diesel during this period are given below:

(Qty in thousand metric tonnes)

Year	Crude Oii	Diesel
1999-2000	57805	5006
2000-2001	74097	—
2001-2002	78706	31
2002-2003	81989	106
2003-2004 (Prov.)	90434	96

Crude oil procurements are done through both term contracts with the National Oil Companies of net oil exporting countries as well as through spot tenders. Countries from where the oil companies have procured crude oil through term contracts include Saudi Arabia, Kuwait, Malaysia, Iraq, UAE, Libya, Iran and Brunei. The contractual prices under these contracts are the official selling prices (OSP) declared by the exporting countries from time to time.

(jl) and (f) The information is available with the oil companies concerned.

Simultaneous introduction of emission norms

1413. SHRI C. PERUMAL Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is proposed to introduce Euro-Ill equivalent emission norms in the metropolitan cities by April 1,2005 and the rest of the country by 2010;

(b) if so, the reasons for the long[v]gap in introduction in the rest of the country; and

(c) the steps taken to introduce the emission norms simultaneously throughout the country?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) Yes, Sir. As per the road map laid down in the Auto Fuel Policy approved by the Government, fuel and new vehicles compalying with Euro-Ill equivalent emission norms would be introduced in the metropolitan cities and other identified cities by April 1,2005 and in rest of the country by April 1, 2010.

(b) The quality improvement projects entail heavy investments in plant, equipment and technology. Besides, reliable and accurate data demonstrating the impact of improved emission norms on air quality is required before introducing the higher norms throughout the country. Studies have already been initiated to assess the impact of improved emission on air quality and the results are expected to available towards the end of year 2005. As such, the Government, after due consideration, have decided to hold a review in the year 2006 after the implementation of Euro-Ill equivalent emission norms in the identified cities and Bharat Stage-ll emission norms in the entire country with effect from April 1, 2005, before taking a decision on implementing Euro-Ill equivalent norms in the entire country with effect from 1.4.2010.

(c) Not applicable in view of (b) above.